

November 16, 2020

**BY ELECTRONIC MAIL**

Luly E. Massaro, Commission Clerk  
Rhode Island Public Utilities Commission  
89 Jefferson Boulevard  
Warwick, RI 02888

**RE: Docket 4996 – FY2021 Gas Infrastructure, Safety, and Reliability Plan  
Quarterly Update – Second Quarter Ending September 30, 2020**

Dear Ms. Massaro:

On behalf of National Grid,<sup>1</sup> I have enclosed an electronic version of the Company's fiscal year (FY) 2020 Gas Infrastructure, Safety, and Reliability (ISR) Plan quarterly update for the second quarter ending September 30, 2020.<sup>2</sup>

Pursuant to the provisions of the approved FY 2018 Gas ISR Plan, the Company committed to providing quarterly updates on the progress of its Gas ISR program to the Rhode Island Public Utilities Commission and the Rhode Island Division of Public Utilities and Carriers.

Thank you for your attention to this matter. If you have any questions, please contact me at 781-907-2121.

Very truly yours,



Raquel J. Webster

Enclosures

cc: Docket 4996 Service List  
Leo Wold, Esq.  
John Bell, Division  
Al Mancini, Division

---

<sup>1</sup> The Narragansett Electric Company d/b/a National Grid (National Grid or the Company).

<sup>2</sup> Per Commission counsel's update on October 2, 2020, concerning the COVID-19 emergency period, the Company is submitting an electronic version of this filing followed by five (5) hard copies filed with the Clerk within 24 hours of the electronic filing.

Certificate of Service

I hereby certify that a copy of the cover letter and any materials accompanying this certificate was electronically transmitted to the individuals listed below.

The paper copies of this filing are being hand delivered to the Rhode Island Public Utilities Commission and to the Rhode Island Division of Public Utilities and Carriers.



\_\_\_\_\_  
Joanne M. Scanlon

November 16., 2020  
Date

**Docket No. 4996 - National Grid's FY 2021 Gas Infrastructure, Safety and Reliability (ISR) Plan - Service List 1/7/2020**

<b>Name/Address</b>	<b>E-mail Distribution</b>	<b>Phone</b>
Raquel J. Webster, Esq. <b>National Grid</b> 40 Sylvan Road Waltham, MA 02451	<a href="mailto:raquel.webster@nationalgrid.com">raquel.webster@nationalgrid.com;</a>	781-907-2121
	<a href="mailto:celia.obrien@nationalgrid.com">celia.obrien@nationalgrid.com;</a>	
	<a href="mailto:Joanne.scanlon@nationalgrid.com">Joanne.scanlon@nationalgrid.com;</a>	
	<a href="mailto:Jennifer.Hutchinson@nationalgrid.com">Jennifer.Hutchinson@nationalgrid.com;</a>	
<b>National Grid</b> Amy Smith Melissa Little Lee Gresham Ryan Scheib	<a href="mailto:Amy.smith@nationalgrid.com">Amy.smith@nationalgrid.com;</a>	
	<a href="mailto:Robert.Gresham@nationalgrid.com">Robert.Gresham@nationalgrid.com;</a>	
	<a href="mailto:Melissa.Little@nationalgrid.com">Melissa.Little@nationalgrid.com;</a>	
	<a href="mailto:Ann.leary@nationalgrid.com">Ann.leary@nationalgrid.com;</a>	
	<a href="mailto:Theresa.Burns@nationalgrid.com">Theresa.Burns@nationalgrid.com;</a>	
	<a href="mailto:Michael.Pini@nationalgrid.com">Michael.Pini@nationalgrid.com;</a>	
	<a href="mailto:Nathan.Kocon@nationalgrid.com">Nathan.Kocon@nationalgrid.com;</a>	
	<a href="mailto:McKenzie.Schwartz@nationalgrid.com">McKenzie.Schwartz@nationalgrid.com;</a>	
	<a href="mailto:Ryan.Scheib@nationalgrid.com">Ryan.Scheib@nationalgrid.com;</a>	
<b>Division of Public Utilities &amp; Carriers</b> Leo Wold, Esq.	<a href="mailto:Leo.Wold@dpuc.ri.gov">Leo.Wold@dpuc.ri.gov;</a>	401-780-2130
	<a href="mailto:Al.mancini@dpuc.ri.gov">Al.mancini@dpuc.ri.gov;</a>	
	<a href="mailto:John.bell@dpuc.ri.gov">John.bell@dpuc.ri.gov;</a>	
	<a href="mailto:Jonathan.Schrag@dpuc.ri.gov">Jonathan.Schrag@dpuc.ri.gov;</a>	
	<a href="mailto:Robert.Bailey@dpuc.ri.gov">Robert.Bailey@dpuc.ri.gov;</a>	
	<a href="mailto:dmacrae@riag.ri.gov">dmacrae@riag.ri.gov;</a>	
<a href="mailto:MFolcarelli@riag.ri.gov">MFolcarelli@riag.ri.gov;</a>		

Rod Walter, CEO/President Rod Walker & Associates	<a href="mailto:Rwalker@RWalkerConsultancy.com">Rwalker@RWalkerConsultancy.com</a> ;	706-244-0894
<b>Conservation Law Foundation</b> Jerry Elmer, Esq. Conservation Law Foundation 235 Promenade St. Suite 560, Mailbox 28 Providence, RI 02908	<a href="mailto:JElmer@clf.org">JElmer@clf.org</a> ;	401-228-1904
<b>File an original &amp; nine (9) copies w/:</b> Luly E. Massaro, Commission Clerk Margaret Hogan, Commission Counsel Public Utilities Commission 89 Jefferson Blvd. Warwick RI 02888	<a href="mailto:Luly.massaro@puc.ri.gov">Luly.massaro@puc.ri.gov</a> ;	401-780-2107
	<a href="mailto:Margaret.hogan@puc.ri.gov">Margaret.hogan@puc.ri.gov</a> ;	
	<a href="mailto:Cynthia.WilsonFrias@puc.ri.gov">Cynthia.WilsonFrias@puc.ri.gov</a> ;	
	<a href="mailto:Sharon.ColbyCamara@puc.ri.gov">Sharon.ColbyCamara@puc.ri.gov</a> ;	
	<a href="mailto:Todd.bianco@puc.ri.gov">Todd.bianco@puc.ri.gov</a> ;	
<b>Office of Energy Resources (OER)</b> Daniel Majcher, Esq. Dept. of Administration Division of Legal Services One Capitol Hill, 4 <sup>th</sup> Floor Providence, RI 02908	<a href="mailto:daniel.majcher@doa.ri.gov">daniel.majcher@doa.ri.gov</a> ;	
	<a href="mailto:nancy.russolino@doa.ri.gov">nancy.russolino@doa.ri.gov</a> ;	
Christopher Kearns, OER Carrie Gill Nick Ucci	<a href="mailto:Christopher.Kearns@energy.ri.gov">Christopher.Kearns@energy.ri.gov</a> ;	
	<a href="mailto:Carrie.Gill@energy.ri.gov">Carrie.Gill@energy.ri.gov</a> ;	
	<a href="mailto:Nicholas.Ucci@energy.ri.gov">Nicholas.Ucci@energy.ri.gov</a> ;	

## **Fiscal Year 2021 Gas Infrastructure, Safety, and Reliability Plan**

### **The Narragansett Electric Company**

#### **Fiscal Year 2021 Quarterly Update**

#### **Second Quarter - Ending September 30, 2020**

#### **Executive Summary**

Fiscal year (FY) 2021 Gas Infrastructure, Safety, and Reliability (ISR) second quarter results (Attachment A) reflect that the Company<sup>1</sup> has spent approximately \$70.80 million of an estimated year-to-date (YTD) budget of \$94.67 million, resulting in a YTD underspending variance of \$23.87 million. This spending does not include the Southern Rhode Island Gas Expansion Project. The second quarter spend includes actual spending of \$15.17 million out of an estimated YTD budget of \$24.72 million for Non-Discretionary work, resulting in a YTD underspending variance of \$9.55 million. In addition, the second quarter spend includes actual spending of \$55.63 million of an estimated YTD budget of \$69.95 million on Discretionary work, resulting in a YTD underspending variance of \$14.32 million.

To date, the \$70.80 million of actual spend represents approximately 49 percent of the total FY 2021 annual Gas ISR budget of \$143.63 million (excluding incremental costs), or approximately 46 percent of the total annual Gas ISR budget of \$155.54 million (including incremental costs). The current forecasted total year-end spend is \$136.35 million, which is \$19.19 million below the total budget of \$155.54 million (including incremental costs). The COVID-19 Pandemic (Pandemic) is the primary driver of the projected underspend for the Public Works, Mandated, Proactive Main Replacement, and Reliability programs. A summary forecast is provided in

---

<sup>1</sup> The Narragansett Electric Company d/b/a National Grid (National Grid or the Company).

Attachment A. Additional details supporting this forecast are provided in Attachment B. In the sections below, the Company explains in more detail the primary drivers for spending to-date and the forecast for each category.

FY 2021 Gas ISR second quarter results (Attachment A) reflect that the Company has spent \$25.70 million of an estimated YTD budget of \$26.20 million for the Southern Rhode Island Gas Expansion Project (Gas Expansion Project). This results in a YTD underspending variance of \$0.49 million. YTD results (Attachment B) reflect that the Company spent approximately \$25.08 million for Construction – Pipeline compared to a YTD budget of \$25.49 million, resulting in a fiscal YTD underspending variance of \$0.41 million. YTD results also reflect that the Company spent approximately \$0.55 million for the Other Upgrades/Investments category, resulting in YTD overspending variance of \$0.23 million. Additionally, YTD results reflect that the Company spent approximately \$0.07 million for the Regulator Station Investment category, resulting in a YTD underspending variance of \$0.31 million.

### **FY 2021 Capital Spending by Category**

#### ***Non-Discretionary Work<sup>2</sup>***

##### ***Public Works Program – \$5.02 million underspending variance to budget year-to-date***

Through the second quarter of FY 2021, the Company spent a net of \$6.81 million, net reimbursements, against a projected year-to-date budget of \$11.83 million for the Public Works program, resulting in an underspending variance of \$5.02 million. To date, for FY 2021, the Company has installed 6.0 miles of a plan of 10.3 miles for new gas main and has abandoned 1.0 miles of a plan of 7.6 miles of leak-prone pipe through the Public Works program. The

---

<sup>2</sup> Non-Discretionary programs include projects that are required by legal, regulatory code, and/or agreement, or are the result of damage or failure, with limited exceptions.

Pandemic has impacted the Company's ability to complete meter service work because this type of work is customer facing and typically includes relighting equipment and appliances inside buildings after the transfer to the new service line and meter set has been completed, as applicable. The limitations on meter service work has impacted the Company's ability to abandon leak-prone pipe. Although service work resumed in the second quarter, there will be challenges achieving the fiscal year abandonment target. Additionally, the delayed timing of receiving work requests and associated permitting issues is also contributing the YTD underspending variance. YTD, the Public Works Program has incurred costs of \$0.49 million related to Professional Engineer (PE) Stamps, which is detailed below in the Incremental Cost – Professional Engineer Stamp section. At this time, the Public Works Program category is projected to be underbudget by \$1.66 million at fiscal year-end.

***Mandated Programs – \$4.41 million underspending variance to budget year-to-date***

Through the second quarter of FY 2021, the Company has spent a net of \$8.36 million, net prior year write-offs of \$0.62 million, against a projected YTD budget of \$12.77 million for Mandated Programs, resulting in an underspending variance of \$4.41 million. The primary drivers of the underspend include a reduced YTD volume of Reactive Leaks and Reactive Service Replacements, although both programs are forecast to be on budget at fiscal year-end. Additionally, the Purchase Meters program is underspent through the second quarter by \$0.95 million, and, as of the close of the second quarter, was forecast to be underspent by \$0.02 million at fiscal year-end. However, the Company anticipates that the year-end forecast will increase slightly in the third quarter as the Company is pursuing the advanced purchase of meters before a FY 2022 price increase goes into effect. Another driver of the underspending variance is the work associated with the Transmission Station Integrity program, which has been primarily been deferred until FY 2022. This delay is due in part to the associated physical records review, which was paused at the onset of the Pandemic. The underspend is partially offset by YTD overspending in the Reactive Main Replacement – Maintenance category. As of the end of Q2

FY 2021, the Company forecasts that the Mandated programs category will have an underspending variance of \$0.36 million at fiscal year-end (out of the FY 2021 budget of \$21.68 million, which and excludes incremental paving for patches). The fiscal year budget of \$4.08 million for Incremental Paving for Patches is primarily associated with Mandated Programs. The year-end forecast has been reduced to \$2.00 million, based on the final restoration specifications that municipalities have and are anticipated to require this fiscal year. The Company will continue to evaluate FY 2021 forecast through the third quarter and will also incorporate the known and forecasted restoration requirements into the FY 2022 proposed budget. YTD, the Mandated Programs have incurred costs of \$0.06 million related to PE Stamps, which is detailed below in the Incremental Cost – Professional Engineer Stamp section.

***Damage/Failure Reactive Program – \$0.12 million variance to budget year-to-date***

Through the second quarter of FY 2021, the Company spent \$0 of a projected year-to-date budget of \$0.12 million for the Damage/Failure Reactive program, resulting in an underspending variance of \$0.12 million. At this time, the Damage/Failure Reactive program category is forecasted to be under budget by \$0.12 million at fiscal year-end.

### ***Discretionary Work<sup>3</sup>***

#### ***Proactive Main Replacement Program – \$4.07 million underspending variance to budget year-to-date***

Through the second quarter of FY 2021, the Company spent approximately \$42.94 million of a YTD budget of \$47.01 million for the Proactive Main Replacement programs, resulting in an underspending variance of approximately \$4.07 million. To date, for FY 2021, the Company has installed 35.8 miles of new main against a plan of 35.2 miles. The Company abandoned 5.5 mile of leak-prone pipe out of a plan for 23.4 miles. YTD, the Proactive Main Replacement programs have incurred costs of \$0.93 million related to PE Stamps, which is detailed below in the Incremental Cost – Professional Engineer Stamp section. At this time, the overall Proactive Main Replacement programs are projected to be underbudget by \$7.66 million at fiscal year-end. As noted above in the Public Works section, the Pandemic has impacted the Company's ability to complete the meter service work associated with main replacement work. Through the first quarter, the Pandemic significantly limited the abandonment of leak-prone pipe, although the work resumed in the second quarter. The Company's ability to complete all planned service work related to main replacement is impacted by challenges with completing the backlog of service work and the difficulties with gaining access to some customers' premises. These challenges will be a primary factor in the Company's challenge of achieving the FY 2021 abandonment target. By the end of FY 2021, the Company currently estimates that 6-8 miles will be abandoned in the Public Works category, 31-32 miles in the Proactive Main Replacement category, and 1 mile in the Reliability category, for an abandonment total of approximately 38-41 miles.

---

<sup>3</sup> Discretionary programs are not required by legal, regulatory code, or agreement, or a result of damage or failure, with limited exceptions.

The FY 2021 ISR Plan includes a budget of \$5.60 million for Incremental Paving – Main Installation, which is funding for the anticipated cost increases associated with the new 2019 Rhode Island Utility Fair Share Roadway Repair Act (Curb-to-Curb Paving Law). All YTD paving costs are captured in the standard ISR program categories with which the final restoration paving is associated (i.e. Proactive Main Replacement – Leak Prone Pipe). The final paving restoration requirements for projects in FY 2021 varies by project and municipality, including some projects where the paving requirements were set in calendar year 2019, prior to some municipalities implementing new curb-to-curb paving requirements. Additionally, due to COVID19 work restrictions, which resulted in lower than planned abandonment of leak prone pipe, the Company has reduced the year-end forecast for Incremental Paving – Main Installation to \$3.00 million to reflect the reduction in paving associated with fewer abandonment miles. The Company will continue to evaluate the FY 2021 forecast through the third quarter and will also incorporate the known and forecasted restoration requirements into the FY 2022 proposed budget since the Company anticipates that more municipalities will implement curb-to-curb final restoration requirements for main installation and replacement projects.

The Atwells Avenue – Segments 1A and 1B main installation were completed ahead of the original schedule, which was projected to extend into the Fall of calendar year 2020. This resulted in a YTD budget overspend of \$1.36 million. The project is forecast to be overbudget by \$0.36 million at year-end as the scope of work for the project was expanded to include replacing gas services inside DePasquale Square, which is located in the center of Federal Hill and is home to several restaurants during a time when outdoor dining was restricted due to the Pandemic. The scope of work for the project was also expanded slightly to replace services on several side streets that intersect with Atwells Avenue. Final restoration related to Segment 2 is scheduled to be completed in the third quarter of FY 2021. The Company is working with the City of Providence regarding final restoration plans for Segments 1A and 1B, which is anticipated to be completed in FY 2022.

For the Proactive Main Replacement – Large Diameter LPCI Program, the Company spent approximately \$1.06 million of a projected YTD budget of \$2.35 million, resulting in an underspending variance of \$1.29 million. Cast Iron Sealing Robot (CISBOT) projects were deferred for FY 2021 due to the Pandemic and the inability to complete the associated service work. The Cast Iron Lining (CI Lining) projects also experienced delays due to the Pandemic and inability to complete the associated service work. Additionally, the lining project planned for Blackstone Street in Providence was deferred due to its proximity to local hospitals and that deferral is a contributing factor in the FY 2021 underspend forecast. For FY 2021, CI Lining field work is being completed on the Bucklin Street project in Providence and development work is being completed on the Russel Street project in Providence to prepare for FY 2022 field work.

***Reliability Programs – \$9.97 million underspending variance to budget year-to-date***

Through the second quarter of FY 2021, the Company spent \$12.65 million of a projected YTD budget of \$22.62 million for Reliability programs, resulting in an underspending variance of \$9.97 million for this category. Several categories contribute to the underspending variance, but the primary driver in all underspent categories is work delays due to the Pandemic. The Pressure Regulating Facilities category experienced initial delays due to the Pandemic. Additionally, for this category, the Company experienced easement issues at two locations (Park Avenue at Old Park Avenue in Cranston and two stations at Willet Avenue at Forbes Street in East Providence), impacting three stations. Further for this category, there were permitting issues that affected two stations in Newport (Wellington Avenue and Thames Street). With the combination of the Pandemic delaying the projected start and end dates for FY 2021, the easement issues, and permitting issues, it is likely that five pressure regulating stations will be deferred into FY 2022. Work has been completed at stations in Pawtucket and Providence and, weather permitting, the Company is planning to continue work at a station in East Greenwich (Frenchtown Road at South County Trail) over the winter. Additionally, for this category, second bypass valve installation work is progressing at eight stations.

The second category driving underspend is the Distribution Station Over Pressure Protection category, which experienced delays due to the Pandemic, has a YTD underspending variance of \$2.53 million, and is forecast to be underbudget by \$0.95 million at year-end. In addition, relief valve siting was delayed due to process safety restrictions regarding setback requirements, including distances from building and sidewalks, which were identified during the preliminary survey and design stages. Those setback requirements are now better understood and are incorporated into the current and future processes used to select relief valve locations. The third category driving underspending is the Replace Pipe on Bridges category. This category is currently underspent by \$0.96 million, and the Company forecasts that this category will be underspent by \$1.35 million at year-end because the Rhode Island Department of Transportation (RIDOT) has deferred the Goat Island bridge project, which RIDOT may now reconstruct in FY 2023 or 2024. The forecasted underspend on the Goat Island bridge project is partially being offset by spending for bridge work in Lincoln, North Smithfield, Providence, and East Greenwich. The fourth category driving the underspending is the Gas System Reliability category, which is partially underspent because most of the budgeted station work for the Wood at Woodlawn regulator station project in Bristol was completed in FY 2020. In addition, there were design challenges associated with the East Providence 35 psig distribution system downrating. As of the end of the Q2 FY2021, the Company forecasts that the Reliability programs will be underspent by \$2.48 million at year-end, which includes an allocated forecast of \$1.85 million for Aquidneck Island Long Term Capacity Options and the forecasted budget overspend of \$2.22 million for Allens Avenue Multi Station Rebuild project for items such as a chromatograph enclosure/ sulfur analyzer and environmental dewatering and oversight. YTD, the Reliability programs have incurred costs of \$0.18 million related to PE Stamps, which is detailed below in the Incremental Cost – Professional Engineer Stamp section.

***Incremental Costs – Professional Engineer Stamp***

The FY 2021 ISR Plan includes a fiscal year budget of \$1.52 million to fund new Professional Engineer Stamp requirements. The State of Rhode Island has implemented new statutory requirements to have natural gas infrastructure design plans and specifications approved by a Rhode Island registered Professional Engineer when the work could post a material risk to public safety. The actual spend for PE Stamps is tracked directly in the applicable ISR cost categories. YTD, the total incurred costs to complete 154 PE Stamps is \$1.69 million. Details of the spending by category is listed in the chart, below.

<b>Category</b>	<b>Actual Cost FYTD - Through September (\$000)</b>
CSC/Public Works - Non-Reimbursable	\$445
CSC/Public Works - Reimbursable	\$50
Corrosion	\$37
Main Replacement (Reactive) - Maintenance	\$19
Main Replacement (Proactive) - Leak Prone Pipe	\$899
Main Replacement (Proactive) - Large Diameter LPCI Program	\$2
Atwells Avenue	\$29
Heater Installation Program	\$8
Pressure Regulating Facilities	\$52
Valve Installation/Replacement	\$69
Gas System Reliability	\$14
Replace Pipe on Bridges	\$7
Access Protection Remediation	\$33
Southern RI Gas Expansion - Pipeline	\$22
<b>Total</b>	<b>\$1,688</b>

**FY 2021 Southern Rhode Island Gas Expansion Project Spending by Category**

***Construction***

***Pipeline – \$0.41 million underspending variance to budget year-to-date***

Through the second quarter of FY 2021, the Company spent \$25.08 million of a YTD budget of \$25.49 million for the Gas Expansion Project – Main Installation, resulting in an underspending variance of \$0.41 million for this category. Through the end of Q2 FY 2021, the Company has installed 8,700-feet of pipe, which is approximately 78% of the 11,200-feet planned for Phase 2. The minimum gas in footage required to meet the winter demand is 5,600-feet, and the Phase 2 footage of 11,200-feet is expected to be gassed in by November 1, 2020. Horizontal Directional Drill (HDD) 1 began drilling in July 2020 and has encountered extensive ledge. As a result, there have been delays with the completion of this segment of the project and corresponding contractor invoicing for HDD1. These delays account for the underspend of \$0.41 million in this category. The Company continues to pursue opportunities to advance a portion of FY 2022 – Phase 3 work into FY 2021, which will be completed as the FY 2021 budget allows. At this time, the Company projects that the Gas Expansion Project – Main Installation category will be under-budget by \$2.44 million at fiscal year-end, when the \$2.57 million portion of incremental paving is included in this budget category.

***Other Upgrades/Investments***

***Maximum Operating Pressure (MOP) Project, Launcher/Receiver, Installation of Remote Operating Valve (ROV) – \$0.23 million overspending variance to budget year-to-date***

Through the second quarter of FY 2021, the Company spent \$0.55 million of a projected YTD budget of \$0.32 million for the Other Upgrades/Investments category, resulting in an overspending variance of \$0.23 million for this category. MOP field investigations were

completed at two dig sites during the first quarter, and field investigations were completed at the Cranston Take Station in the second quarter. Repairs to the pipeline will be completed at two locations as the result of leak survey results, and those repair costs will be tracked under the Mandated program category. Results of the MOP testing have been evaluated, and the pressure increase to 200 pounds per square inch gauge (psig) is on track to be completed in FY 2022. At this time, the Other Upgrades/Investments category is projected to be over-budget by \$0.45 million at fiscal year-end, when the \$0.049 million for incremental paving is included in this budget category.

### ***Regulator Station Investment***

#### ***Upgrades to Cranston Take Station, Cowesett Regulator Station, and New Regulator Station – \$0.31 million underspending variance to budget year-to-date***

Through the second quarter of FY 2021, the Company spent \$0.07 million of a YTD budget of \$0.38 million for the Regulator Station Investment category, resulting in an underspending variance of \$0.31 million for this category. In the second quarter, the Company has continued engineering work related to the Cowesett Regulator Station and initial engineering and environmental site inspection work related to the Cranston Take Station. At this time, the Regulator Station Investment category is projected to be overbudget by \$0.07 million at fiscal year-end.

Attachment A  
RIPUC Docket 4996  
FY 2021 Gas Infrastructure, Safety, and Reliability Plan  
FY 2021 Quarterly Update

Attachment A - Summary

**The Narragansett Electric Company**  
**d/b/a National Grid - RI Gas**  
**Capital Spending by Investment Categories - Summary**  
**FY 2021 through September 30, 2020**  
**(\$000)**

Categories	FYTD			FY 2021 - Total		
	Budget	Actual	Variance	Budget	Forecast	Variance
<b>NON-DISCRETIONARY</b>						
Public Works <sup>1</sup>	\$11,828	\$6,806	(\$5,023)	\$17,368	\$15,706	(\$1,662)
Mandated Programs	\$12,766	\$8,361	(\$4,405)	\$21,684	\$21,329	(\$355)
Damage / Failure (Reactive)	\$125	\$0	(\$125)	\$249	\$126	(\$123)
<b>NON-DISCRETIONARY TOTAL</b>	<b>\$24,719</b>	<b>\$15,166</b>	<b>(\$9,552)</b>	<b>\$39,301</b>	<b>\$37,161</b>	<b>(\$2,140)</b>
<b>DISCRETIONARY</b>						
Proactive Main Replacement	\$47,012	\$42,943	(\$4,068)	\$67,729	\$60,069	(\$7,660)
Proactive Service Replacement	\$320	\$37	(\$283)	\$350	\$350	\$0
Reliability	\$22,620	\$12,653	(\$9,967)	\$36,246	\$33,770	(\$2,476)
<b>SUBTOTAL DISCRETIONARY (Without Gas Expansion)</b>	<b>\$69,952</b>	<b>\$55,633</b>	<b>(\$14,319)</b>	<b>\$104,325</b>	<b>\$94,188</b>	<b>(\$10,137)</b>
Southern RI Gas Expansion Project	\$26,197	\$25,704	(\$581)	\$40,460	\$41,157	\$697
<b>DISCRETIONARY TOTAL (With Gas Expansion)</b>	<b>\$96,149</b>	<b>\$81,337</b>	<b>(\$14,811)</b>	<b>\$144,785</b>	<b>\$135,345</b>	<b>(\$9,440)</b>
<b>CAPITAL ISR TOTAL (Base Capital - Without Gas Expansion)</b>	<b>\$94,671</b>	<b>\$70,800</b>	<b>(\$23,871)</b>	<b>\$143,626</b>	<b>\$131,349</b>	<b>(\$12,277)</b>
<b>CAPITAL ISR TOTAL (With Gas Expansion)</b>						
Amount does not include incremental paving associated with new RI Paving Law or PE Stamps	\$120,867	\$96,504	(\$24,364)	\$184,086	\$172,506	(\$11,580)
Incremental Costs <sup>2</sup>	\$8,197	\$0	(\$8,197)	\$14,526	\$5,000	(\$9,526)
<b>CAPITAL ISR TOTAL (with Gas Expansion, PE Stamps, and Incremental Paving)</b>	<b>\$129,065</b>	<b>\$96,504</b>	<b>(\$32,561)</b>	<b>\$198,612</b>	<b>\$177,506</b>	<b>(\$21,106)</b>

( ) in Variance column denotes an underspend

1. Public Works Program includes reimbursements which will be credited as received throughout the year.
2. Forecasts for PE Stamps and Incremental Paving - Southern RI Gas Expansion are included in ISR categories above.

Attachment B  
RIPUC Docket 4996  
FY 2021 Gas Infrastructure, Safety, and Reliability Plan  
FY 2021 Quarterly Update

Attachment B - Breakout

**The Narragansett Electric Company  
d/b/a National Grid - RI Gas  
Capital Spending by Investment Categories - Detail  
FY 2021 through September 30, 2020  
(\$000)**

Categories	FYTD			FY 2021 - Total		
	Budget	Actual	Variance	Budget	Forecast	Variance
<b>NON-DISCRETIONARY</b>						
<b>Public Works</b>						
CSC/Public Works - Non-Reimbursable	\$11,828	\$7,605	(\$4,224)	\$17,368	\$16,204	(\$1,164)
CSC/Public Works - Reimbursable	\$702	\$296	(\$405)	\$1,403	\$1,323	(\$80)
CSC/Public Works - Reimbursements	(\$702)	(\$1,095)	(\$394)	(\$1,403)	(\$1,821)	(\$418)
<b>Public Works Total</b>	<b>\$11,828</b>	<b>\$6,806</b>	<b>(\$5,023)</b>	<b>\$17,368</b>	<b>\$15,706</b>	<b>(\$1,662)</b>
<b>Mandated Programs</b>						
Corrosion	\$706	\$714	\$9	\$1,166	\$1,166	\$0
Purchase Meters (Replacements)	\$3,033	\$2,082	(\$950)	\$4,852	\$4,832	(\$20)
Reactive Leaks (CI Joint Encapsulation/Service Replacement)	\$6,843	\$4,032	(\$2,811)	\$12,280	\$12,280	\$0
Service Replacements (Reactive) - Non-Leaks/Other	\$1,381	\$942	(\$438)	\$2,096	\$2,096	\$0
Main Replacement (Reactive) - Maintenance (incl Water Intrusion)	\$340	\$590	\$250	\$680	\$915	\$235
Transmission Station Integrity	\$464	\$0	(\$464)	\$610	\$40	(\$570)
Other Mandated	\$0	(\$2)	(\$2)	\$0	\$200	\$200
<b>Mandated Total</b>	<b>\$12,766</b>	<b>\$8,361</b>	<b>(\$4,405)</b>	<b>\$21,684</b>	<b>\$21,329</b>	<b>(\$355)</b>
<b>Damage / Failure (Reactive)</b>						
<b>Damage / Failure (Reactive)</b>	<b>\$125</b>	<b>\$0</b>	<b>(\$125)</b>	<b>\$249</b>	<b>\$126</b>	<b>(\$123)</b>
<b>NON-DISCRETIONARY TOTAL</b>	<b>\$24,719</b>	<b>\$15,166</b>	<b>(\$9,552)</b>	<b>\$39,301</b>	<b>\$37,161</b>	<b>(\$2,140)</b>
<b>DISCRETIONARY</b>						
<b>Proactive Main Replacement</b>						
Main Replacement (Proactive) - Leak Prone Pipe	\$40,613	\$36,470	(\$4,143)	\$59,250	\$53,181	(\$6,069)
Main Replacement (Proactive) - Large Diameter LPCI Program	\$2,346	\$1,060	(\$1,285)	\$3,398	\$1,449	(\$1,949)
Arwells Avenue	\$4,053	\$5,414	\$1,360	\$5,081	\$5,439	\$358
<b>Proactive Main Replacement Total</b>	<b>\$47,012</b>	<b>\$42,943</b>	<b>(\$4,068)</b>	<b>\$67,729</b>	<b>\$60,069</b>	<b>(\$7,660)</b>
<b>Proactive Service Replacement</b>						
<b>Proactive Service Replacement Total</b>	<b>\$320</b>	<b>\$37</b>	<b>(\$283)</b>	<b>\$350</b>	<b>\$350</b>	<b>\$0</b>
<b>Reliability</b>						
Gas System Control	\$0	\$19	\$19	\$118	\$64	(\$54)
System Automation	\$1,052	\$648	(\$404)	\$1,252	\$1,098	(\$154)
Heater Installation Program	\$1,511	\$1,694	\$183	\$2,961	\$2,727	(\$235)
Pressure Regulating Facilities	\$5,536	\$2,692	(\$2,844)	\$7,849	\$5,706	(\$2,143)
Allens Ave Multi Station Rebuild	\$6,200	\$5,749	(\$451)	\$6,200	\$8,421	\$2,221
Take Station Refurbishment	\$498	\$91	(\$407)	\$995	\$753	(\$242)
Valve Installation/Replacement (incl Storm Hardening & Middletown/Newport)	\$387	\$83	(\$304)	\$676	\$676	\$0
Gas System Reliability	\$1,176	\$456	(\$721)	\$2,371	\$917	(\$1,454)
I&R - Reactive	\$696	\$353	(\$343)	\$1,392	\$1,366	(\$26)
Distribution Station Over Pressure Protection	\$2,909	\$381	(\$2,528)	\$3,636	\$2,686	(\$950)
LNG	\$1,352	\$383	(\$969)	\$6,433	\$6,492	\$59
Aquidneck Island Long Term Capacity Options	\$0	\$0	\$0	\$0	\$1,850	\$1,850
Replace Pipe on Bridges	\$920	(\$39)	(\$958)	\$1,500	\$151	(\$1,349)
Access Protection Remediation	\$153	\$42	(\$111)	\$260	\$260	\$0
Tools & Equipment	\$232	\$101	(\$131)	\$603	\$603	\$0
<b>Reliability Total</b>	<b>\$22,620</b>	<b>\$12,653</b>	<b>(\$9,967)</b>	<b>\$36,246</b>	<b>\$33,770</b>	<b>(\$2,476)</b>
<b>SUBTOTAL DISCRETIONARY (Without Gas Expansion)</b>	<b>\$69,952</b>	<b>\$55,633</b>	<b>(\$14,319)</b>	<b>\$104,325</b>	<b>\$94,188</b>	<b>(\$10,137)</b>
<b>Southern RI Gas Expansion Project</b>						
Pipeline	\$25,491	\$25,078	(\$413)	\$38,798	\$38,927	\$129
Other Upgrades/Investments	\$325	\$555	\$230	\$451	\$950	\$499
Regulator Station Investment	\$381	\$72	(\$309)	\$1,211	\$1,280	\$69
<b>Southern RI Gas Expansion Project Total</b>	<b>\$26,197</b>	<b>\$25,704</b>	<b>(\$493)</b>	<b>\$40,460</b>	<b>\$41,157</b>	<b>\$697</b>
<b>DISCRETIONARY TOTAL (With Gas Expansion)</b>	<b>\$96,149</b>	<b>\$81,337</b>	<b>(\$14,811)</b>	<b>\$144,785</b>	<b>\$135,345</b>	<b>(\$9,440)</b>
<b>CAPITAL ISR TOTAL (Base Capital - Without Gas Expansion)</b>	<b>\$94,671</b>	<b>\$70,800</b>	<b>(\$23,871)</b>	<b>\$143,626</b>	<b>\$131,349</b>	<b>(\$12,277)</b>
<b>CAPITAL ISR TOTAL (With Gas Expansion)</b>						
Amount does not include incremental paving associated with new RI Paving Law or PE Stamps	\$120,867	\$96,504	(\$24,364)	\$184,086	\$172,506	(\$11,580)
<b>Incremental Costs</b>						
PE Stamps <sup>1</sup>	\$1,038	\$0	(\$1,038)	\$1,515	See Note 1	(\$1,515)
Incremental Paving - Main Installation	\$2,798	\$0	(\$2,798)	\$5,596	\$3,000	(\$2,596)
Incremental Paving - Patches	\$2,401	\$0	(\$2,401)	\$4,801	\$2,000	(\$2,801)
Incremental Paving - Southern RI Gas Expansion <sup>2</sup>	\$1,961	\$0	(\$1,961)	\$2,614	See Note 2	(\$2,614)
<b>Incremental Costs Total</b>	<b>\$8,197</b>	<b>\$0</b>	<b>(\$8,197)</b>	<b>\$14,526</b>	<b>\$5,000</b>	<b>(\$9,526)</b>
<b>CAPITAL ISR TOTAL (with Gas Expansion, PE Stamps, and Incremental Paving)</b>	<b>\$129,065</b>	<b>\$96,504</b>	<b>(\$32,561)</b>	<b>\$198,612</b>	<b>\$177,506</b>	<b>(\$21,106)</b>

( ) in Variance column denotes an underspend

1. The actual costs and forecasts for PE Stamps are included within the applicable ISR categories that incur PE Stamp costs, above.

2. The actual costs and forecasts for Incremental Paving - Southern RI Gas Expansion are included within the Southern RI Gas Expansion Project categories above.